

Fuel for Thought

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The 939th Air Refueling Wing, Portland, Ore.

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Inside This Issue:

Elements to Goal Getting	Page 2
From Soup to Nuts	Page 3
Don't Sack the Summer	Page 4
BRAC Transition Q & A	Page 5
Decades of Summers in the Wing	Page 6



Courtesy Photo

Graduation Day,
Chief Master Sgt. Cathy Sevier

Three Elements Keep Ambitions on Target

**By Chief Master Sgt. Cathy Sevier
939th Mission Support Squadron**

What would you like to accomplish? Would you like to decrease your weight by 10 pounds? Participate in a 5k walk? Complete a speech course for a Community College of the Air Force degree? Earn a bachelors degree? I was recently awarded a Bachelor of Science Degree in Psychology from Washington State University.

I attribute my achievements in academia and the military to "three ingredients" goal-setting, mentoring and being motivated.

Numerous, numerous years ago when I was at Oregon State University, in a course long forgotten, an assignment mysteriously stuck with me. The assignment is a common one but seldom followed through to its fullest extent. The assignment was to set 5 and 10-year goals. The goal I really cared about was

the 5-year goal which was to complete a bachelor's degree. Many years and roadblocks intervened before I reached my goal. What roadblocks? The same ones many other folks experience, such as joining the Air Force, getting married, bearing and raising children and working fulltime. Would I have given up those obstacles? NO WAY!!! But, completion of a bachelor's degree remained in my subconscious for years.

Three years ago, while I was the Chief of Education and Training, I discussed future aspirations with now retired Tech. Sgt Charrese Edwards. Charrese mentioned she was enrolling in the Portland Art Institute in pursuit of a second bachelor's degree. I bemoaned the fact that I had yet to finish my first bachelor's. "Why?" She asked. I stated several valid reasons, large amount of money required, few classes offered at night and not knowing what field of study to pursue. Charrese listened to me for a few minutes and then said, "Just do it!"

Charrese is my friend and mentor, and has been for several years. The great thing about mentors, younger or older, is that they encourage you to think of ways to accomplish desires/goals rather than allowing imaginary obstacles to get in the way of goal accomplishment. Mentors also are there to provide an unbiased opinion of capabilities and aren't afraid to say, "What is important to you?" The same day we had the discussion, I made a list of steps or sub-goals to accomplish before my journey began. I decided to go to school at Washington State University. In reviewing their catalog, the combination of Human Resource Management and Psychology caught my attention. I have a continued interest in what makes people "tick." I later altered my goals to pursue psychology alone because I discovered I really like science. I

reenlisted in the Air Force Reserve in order to use the Montgomery GI Bill and shortly thereafter, the 75 percent tuition assistance and subsequent 100 percent tuition assistance programs came into being—the money challenge disappeared. My supervisors and wing commander were cooperative and authorized me, by letter, to adjust my work schedule to enable me to attend classes during the day when necessary—the time schedule now was feasible. No more roadblocks! Off I went into the world of higher education.

I was determined during the three years of course work to finish my bachelor's degree. Nothing stopped me until I reached the stage on graduation day. My family supported my commitments. I thank them for their continued support they gave me while I did something for me. Each class was a short-term goal, and I completed them with the desired grade. The ultimate reward was walking across the stage to accept the diploma with my family in the audience cheering me on.

What's next? Another goal (a lifelong one) is in progress, losing a few inches and pounds gained from sitting at work, in class and studying. I have a different mentor this time, Senior Airman Kevin Sivertson, who is a tri-athlete and personal trainer, and recently completed his master's degree. Like Charrese, he is always positive and an inspiration to me because he achieves one goal and sets another. So, set goals—they are like targets, they give you something to aim at. Find a mentor, someone who is upbeat and has attributes you find desirable; and lastly, choose something that you are passionate about to pursue.

I have researched goal setting and I found a few interesting things. Research findings indicate clearly written sub-goals and final goals lead to greater goal attainment. They also increase persistence, which continues until the goal is reached, while decreasing the probability individuals will be distracted away from the goal or give up. Good luck setting your goals, no matter how big you dream.

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of the
KC-135s.

Cover Photo

By Master Sgt. Ruby Zarzyczny





Photo by Maj. James Wilson

Physical fitness is part of an Air Force services technician's job. Master Sgt. Daniel Beshears, 939th Services Flight, services technician, spots Master Sgt. Joel Wheeler, 939th Civil Engineering Squadron readiness technician, in the base physical fitness center.

“From Soup to Nuts”

The 939th SVF helps RAF “Hulk up” for the RIAT air show.

**By Ms. Ruby Zarzyczny
939th ARW Public Affairs**

The 939th Services Flight deployed a nine member team to Fairford Air Base, United Kingdom to support the Royal International Air Tattoo air show held there July 16 and 17.

The mission was on again off again due to budget constraints, said Capt. Charles Knapp, 939th Mission Support Squadron commander. But the Services team was able to deploy for training after all to support the 420th Air Base Squadron at Fairford July 9 when they were able to find no cost lodging on the base.

Fairford air base is small by design and is able to expand at a moments notice. This “Mayberry” style community did just that when they hosted the RIAT air show having approximately 160,000 people in attendance. The RIAT is the largest military air show in the world according to the latest addition of the Guinness Book of World records.

While the Services team was deployed for training, they worked in their functional areas and got additional training in lodging, fitness and recreation. They also received good training they wouldn't normally get here. Part of services wartime duties includes setting up morale tents and activities in the deployed location starting from nothing, said Captain.

Knapp. They were able to get this training while operating the RIAT beer tent.

“The beer tent was as big as half a football field,” said Master Sgt. Daniel Beshears, 939th SVF services technician. “We were able to get non-appropriated funds activities experience (MWR) and cash handling. It's something that Services does, but it's something we don't get to do here.”

“From soup to nuts (beginning to end), we operated the beer tent that was open from 5 p.m. to 1 a.m. and then cleaned up by picking up cans and bottles and stacking chairs in the dark,” said Master Sgt. Robert Shulman, 939th SVF, services technician.

The lodging operations for the air show was like a wartime event, said Captain Knapp. The population exploded and was large enough to pose war time like challenges. The Services team worked long hours and excelled. They were recognized for their outstanding work and thanked for their professionalism.

“I'm very proud of all of them—they did a great job,” said Captain Knapp.

The Royal Air Force chefs who cooked for more than 2,000 military and civilian volunteers are professional chefs with classical French training. Only the top 20 percent of RAF chefs get the honor to work at the air show once selected they prepared about 6,000 gourmet style meals a day for the RAF and Army soldiers and civilians participating in the air show. Sergeant Shulman was the only member of the team who was allowed the privilege to work with the RAF chefs in the dining facility during the air show.

Sergeant Shulman didn't know what to expect when he was chosen to work with the RAF chefs.

“The question was—is this bloody Yank going to fit in our kitchen,” he said. “The first job I had to do working with the Brits was to cook fish called ‘Place’ found off the English coast. It's like a flounder. But first, I had to skin the fish. Five hundred portions—I had to skin every single one. I think it was to test my will.”

After proving himself, Sergeant Shulman, became the chef's “bloody Yank cousin.”

“It was great to work side-by-side with the RAF chefs. Cooking using classic English culinary skills was outstanding,” said Sergeant Shulman. “After the initial what's it going to be like working with this guy, the camaraderie between us was great. Working with the Brits, sparked my enthusiasm (for culinary arts) and inspired me to bring it back to my reserve unit and my civilian job.”

Sergeant Shulman learned a lot about English culinary while he was there cooking a lot of seafood dishes like smoked salmon and shrimp volute with saffron rice, pasta dishes as well as the classic chili.

“The way they cooked their dishes is a little different than I'm used to,” said Sergeant Shulman. “And their meals are a little different too. English breakfast consists of one sunny-side-up egg, deep fried bread, a piece of bacon, their bacon is larger than ours, a big sausage link, stewed tomatoes, and baked beans to put on the toast.”

Along with the great training and learning new culinary skills, the Services team got to witness the strength of a country as they deployed two days after the July 7 bombing in England.

Con'd on page 7



939th ARW photo

Don't sack the summer—manage the risk

**By Retired Air Force Col. Randall Schultz-Rathbun
Special to the 939th ARW**

It was a beautiful Saturday unit training assembly, and I drove in with the windows down, enjoying the breeze. I also see the motorcycles have come out of the garages and are out in force on the base. I've been noticing them on the roads since the weather turned nice, but that's not what has inspired me to write this. What inspired me to write is the motorcycle riders I see at my civilian job. I fly for Life Flight, and I am starting to see more motorcycle riders, not on the road, but in the helicopter as patients. On Sunday, I transported a motorcycle passenger with major injuries back from Astoria. I wondered why we weren't taking the driver; until I found out he was dead at the scene.

My cousins ride motorcycles, my nephew rides, and several of my Life Flight co-workers ride. I'm not dumb enough to think you'll stop riding just because of what I see at work. But I do hope you'll do a few things to manage your risk because of what I see. I don't ride, but I do see some fairly simple things that my customers could have done to manage their risk and avoid some major pain.

First, don't drink and ride. That is so obvious. But alcohol is a factor in an incredible number of accidents I go to. Enjoy your bike; enjoy that beer, but not simultaneously.

Second, control your speed. Most motorcycles put my '65 Mustang hot rod to shame when it comes to their thrust-to-weight ratio, and I know you're going to use that horsepower from time to time. Just be judicious in where and when. A couple of months ago, a guy came off the bike at 95 mph, clipped a guardrail, and lost an arm and a leg. That probably wouldn't have happened if he'd been traveling a little slower, or if he hadn't been doing it at night on a twisty back road.

Third, ride defensively. About half the bikers I pick up were minding their own business when a car attacked them. The biker often says "He looked right at me, just before he hit me."

I doubt the car driver is really looking at you; he's probably looking through you. And the driver may be impaired by alcohol, fatigue, etc. So watch out for the drivers around you, because they really are out to get you.

Fourth, and most importantly, really use your head: wear a GOOD helmet. I can't tell you how many times that a helmet makes all the difference in the type and severity of injury. The nurse and paramedic always grab the helmet (if there is one) to take to the emergency room, because it helps with diagnosis. So I get to see what those helmets look like after the impact. I've seen helmets almost literally obliterated in a massive crash, and the patient has a minor concussion. I've seen a patient who started without a helmet, and ended with brain damage from a slow speed fall off the bike. And I've seen one of those really cool-looking small skull-cap helmets with just a few scratches on the back. Unfortunately for the patient, the point of impact was at the back of the head just below the helmet. The patient was uninjured everywhere the helmet covered, but was turned into a vegetable by the head trauma to the uncovered area. So get a GOOD helmet. And if you like your face attached to the front of your head, (picture a 50 mph asphalt slide to a stop on your face), you ought to think really hard about wearing a full-face helmet. So give yourself and the emergency department something to work with by wearing a good helmet.

Enjoy the weather, and enjoy the ride. But manage your risk. I'd love to see you at the base and have you drop into the office to chat, but I'd hate to see you at the side of the road!

BRAC Transition

Questions & Answers the from Air Force Reserve Command
<http://www.afrc.mil/BRAC-FAQ.htm>

Q. What are you going to do for people who lose their jobs?

A. The Department will do everything it can to make the transition as smooth as possible and there are a number of programs available for military members and civilian employees and their families and contractors that will help do that. For more information visit:

www.defenselink.mil/BRAC

www.bractransition.com

Q. How will a BRAC make our military more joint?

A. A primary objective of BRAC 2005 is to examine and implement opportunities for greater jointness. BRAC 2005 will facilitate multi-service missions by:

- creating joint organizational and basing solutions that will not only reduce waste but maximize military effectiveness

- saving billions of dollars, allowing the department to focus funds on our forces, modernization and developing the capabilities needed to meet 21st Century threats.

Q. How much excess capacity does the DoD currently have?

A. In March 2004, the Department reported to the Congress that as much as 24 percent of its aggregate installation capacity could be excess. Military value was the primary consideration for BRAC 2005.

Q. If a base is selected for closure, what happens to MILCON?

A. We will complete construction where cost effective (that is, the cost to terminate exceeds the savings) and/or where an unfinished structure would present an unreasonable impediment to reuse.

Q. How will you decide reuse of the base?

A. The Department of Defense does not decide the reuse of former military installations. The local community prepares a redevelopment plan through its designated Local Redevelopment Authority for federal surplus property. This redevelopment plan will designate future land uses. The Military Departments will then make property disposal decisions, giving deference to the LRA's Redevelopment Plan.

Q. How much has been saved through previous BRAC rounds?

A. The four previous BRAC rounds have eliminated approximately 20 percent of DoD's capacity that existed in 1988. Through 2001, this has produced net savings of approximately \$17.7 billion, which includes the cost of environmental cleanup. Recurring savings beyond 2001 are approximately \$7 billion annually.

Q. What are the contributions of the Reserve to the Global War on Terrorism?

A. Reserve and Guard Airmen are flying 55 percent of the sorties overseas and 80 percent of the Noble Eagle sorties over the United States said Air Force Chief of Staff Gen. John P. Jumper as part of his testimony before the U.S. Senate Committee on Armed Services on Feb. 10. Initially deployed for Operation Southern Watch, Reserve F-16s were the first from any command to fly OEF missions in Afghanistan. AF Reserve crews flew 100 percent of B-52 missions using the new Litening II targeting pod for OIF — AF Reserve crews are now training active duty crews on this cutting-edge technology. AF Reserve provided more than 30 percent of airlift and aerial refueling capability for OIF and provided approximately 30 percent of the Personnel Recovery capability for OIF — 26 successful rescues including downed pilots and others. Right now, the Air Force Reserve is serving all around the world — as a vital part of every operation our nation is engaged in.

Q. What is the Total Force?

A. Reserve, active duty and National Guard Airmen work together as a team to make the U.S. Air Force the most powerful force the world has ever seen.

Working as equal partners, each component provides front-line troops actively engaged in worldwide missions. AFRC provides 20 percent of the Air Force's capability for approximately 4 percent of the total AF budget. AFRC forces are on

the leading edge of technology in air, space and cyberspace — providing the Air Force robust war-fighting capability.

Our unit-equipped and associate units contribute in virtually every Air Force mission. Also, Reserve forces are the sole provider of capabilities such as weather reconnaissance, aerial spray and space shuttle support.

Q. What are the Future Total Force Initiatives?

A. Future Total Force is a key transitional initiative for developing the 21st Century Air Force. By capitalizing on the inherent strengths of the Air Force's three components, these initiatives are designed to increase our operational effectiveness and reduce reliance on involuntary mobilizations. SECAF and CSAF tasked the MAJCOMs to carry out six initiatives. Two of these test cases directly involve AFRC:

- Hill Integration: This test initiative integrates the Air Force Reserve's 419th Fighter Wing into the active duty's 388th Fighter Wing.

- Air Warfare Center: Air Force Reserve people will be integrated into all mission areas of the center including: advanced pilot training, test and evaluation, the Thunderbirds, and Predator Unmanned Aerial Vehicle operations.

Q. If these changes occur, how different will AFRC's mission be?

A. Our mission continues on: Air Force Reserve Command provides "Citizen Airmen" to defend the United States and protect its interests through aerospace power. To keep relevant to the Total Force's mission to win the Global War on Terrorism, AFRC focuses its programs on our greatest asset — our people. Our experienced professionals are extremely well trained and ready to go at a moment's notice. Our Citizen Airmen are what make AFRC such a vital part of today's Total Force. Reserve programs, like "Reserve Associate Units," prove that the cost savings and surge capability our reservists provide is vital to our national defense.

Our unit-equipped and associate units contribute in virtually every Air Force mission. Also, Reserve forces are the sole provider of capabilities such as weather reconnaissance, aerial spray and space shuttle support. AF Reserve contributions to the Total Force mission:

- 60 percent Aeromedical Evacuation
- 45 percent of strategic airlift
- 25 percent of mobile airborne fire fighting
- 23 percent of personnel recovery
- 23 percent of air-to-air refueling
- 21 percent of theater airlift
- 20 percent of Intelligence support
- 19 percent of flight training
- 15 percent Air Operations Center support
- 11 percent of AWACS
- 9 percent of special operations
- 8 percent of space operations
- 8 percent of the bomber mission
- 6 percent of the fighter mission
- 5 percent of Unmanned Aerial Vehicle operations

Q. How many reservists will be effected by the proposed changes?

A. Reservists across our entire command are expected to feel the impact if DOD's BRAC proposal is accepted by the commission, the President and Congress.

BRAC Websites

Air Force Reserve BRAC website: <http://www.afrc.af.mil/BRAC-FAQ.htm>

Air Force BRAC website <http://www.issues.af.mil/brac.htm>

Defense Department: <http://www.defenselink.mil/brac>

BRAC Commission: <http://www.brac.gov>

Sen. Gordon Smith: <http://www.senate.gov/~gsmith/webform.htm>

Sen. Ron Wyden: <http://wyden.senate.gov/contact>

Cong. Earl Blumenauer: <http://blumenauer.hous.gov/about/Contacts.shtml>

A look back: Summers with the 939th

Editor's Note: This information has been compiled from the 939th ARW Historical Archives. These accounts are some of the events that took place during the summertime over the years and were selected for this glance at our history.

By Ms. Ruby Zarzyczny
939th ARW Public Affairs

1995

July 31st, Oregonian Crews pluck two climbers from Oregon Mountains, Oregonian, printed Aug. 1, 1995

Two helicopters and a C-130 aircraft from the 939th Rescue Wing were dispatched to Mount Jefferson to rescue an injured climber. Minutes later they were dispatched to another injured climber on North Sister about 30 miles south of Mount Jefferson. The C-130 Hercules circled above Mount Jefferson during the four-hour mission. Besides refueling, the plane, the C-130 acts as a mobile command post for rescue missions. Crew members mentioned in the article were helicopter pilot Lt. Col. Otto Hyde and pararescueman Master Sgt. Don Frank.

1985

July 30, "Webfoot Day"

Portland Oregon Proclamation

Whereas, the freedom of all Americans depends on the training and strength of the military and

Whereas, the rescue role in the civilian community of the Pacific Northwest is enhanced by the expertise of the military personnel, and

Whereas, the first "Webfoot Flight", non-prior service young men and women from the Pacific Northwest; has been receiving basic training as a group at Lackland, Air Force Base, Texas, since June 17, 1985, to go on to individual technical training schools; and

Whereas, they will then return to Portland, Oregon to serve as Air Force Reservists with the 939th Aerospace Rescue and Recovery Group and play their part in rescue role in the Pacific Northwest; and

Whereas, it is fitting and proper that we recognize their dedication to their country's freedom, and their pride in becoming a part of this rescue role;

Now Whereas, I, J. E. Bud Clark, Mayor of the City of Portland, Ore. the City of Roses, so hereby proclaim Tuesday July 30, 1985 to be Webfoot Flight Day in Portland, and urge that this time be devoted to honoring these worthy young men and women, individually and collectively.

Proclamation from Oregon Governor Vic Atiyeh

It is vital to our country's freedom that our military men and women receive the best and most advanced training to enable them to protect our nation's people. It is also vital that this training be used to enhance the rescue role in the civilian community of the Pacific Northwest.

The first "Webfoot Flight" of non-prior service young men and women from the Pacific Northwest has been receiving this training as a group at Lackland, Air Force Base, Texas, since June, 17 1985 and will graduate from Basic Training on July 30, 1985 to go on to individual technical training schools. They

will then return to Portland, Ore. to serve as Air Force Reservists with the 939th Aerospace Rescue and Recovery Group and play their part in the rescue role in the Pacific Northwest. Therefore, as Governor, I hereby proclaim July 30, 1985 as, "Webfoot Day" in Oregon and urge Oregonians to show interest and offer support to these young men and women as they begin their career of protecting their country's freedom by serving as Air Force Reservists.

1975

August 2nd, while flying a local flight, it was diverted to aid a woman hurt on the 9000' level of Mount Hood, Ore. Weather at landing site was not suitable for landing, so a ground party removed the injured women.

August 5th, A female mountain climber on Three Sisters Mount, Ore. suffered broken ankle and shock after falling. Crew arrives to medivac women to hospital.

August 5th, Flew to Astoria, Ore. to pick up a premature baby and return to University of Oregon Medical School. The mission was a success and one save was logged.

August 21st, Departed from the 939th for Umatilla to pick up a premature baby and delivery the baby to University of Oregon Medical School. Both the mother and baby boy are doing fine. One save logged and two grateful parents. A thank you letter was sent to the 939th.



HU16B Grumman Albatross Aircraft

1965

July 16th, Reserve Unit Performs Mercy Mission, Unknown publication July 16, 1965

While on annual tour at Elmendorf, Air Force Base, Alaska members of the 304th Rescue Squadron airlifted a critically injured native Alaskan youth, who had hit a moose with his car, from Gulkana, AK to the native hospital in Anchorage. Two pararescuemen, Airman 2nd Class James L. Cramer and Airman 1st Class John A. Rohr, administered first aid and oxygen to the injured man during the flight. The aircrew members on the HU16B Grumman Albatross aircraft were aircraft commander Robert Koening, co-pilot Richard Armony, navigator James G. Justin, flight engineer Larry Stivers and radio operator Walter L. Jones. No ranks were noted for the aircrew members.

Women's Equality Day

August 26 is a day to commemorate the 19th Amendment giving women the right to vote.

“Are we alone to ask and take the utmost that our women can give—service and sacrifice of every kind—and still say we do not see what title that gives them to stand by our sides in the guidance of the affairs of their nation and ours?”

We have made partners of the women in this war (WWI), shall we admit them only to a partnership of suffering and sacrifice and toil, and not to a partnership of privilege and right?”

President Woodrow Wilson, 1918

To help celebrate Women's Equality Day, the National Women's History Project developed a quiz to use round your office, or in conversation with friends.

1. August 26th is celebrated as Women's Equality Day to commemorate?
 - a. the work women did during the Second World War
 - b. the anniversary of women winning the right to vote
 - c. the flappers of the 1920's
 - d. the contemporary women's rights movement
2. In what year did Congresswoman Bella Abzug introduced legislation to ensure that this important American anniversary would be celebrated?
 - a. 1992
 - b. 1984
 - c. 1971
 - d. 1965
3. In what year did women in the United States win the right to vote?
 - a. 1776
 - b. 1848
 - c. 1920
 - d. 1946
4. How many years did it take for women to win the right to vote in the United States?
 - a. 72 years
 - b. 120 years
 - c. 20 years
 - d. 51 years
5. Women in most of the western states won the right to vote years before the Federal Amendment was secured. This is the 90th anniversary of women in Kansas and Oregon winning the vote. What other state is celebrating the 90th anniversary of women winning the right to vote in their state?
 - a. New York
 - b. Florida
 - c. Maine
 - d. Arizona
6. What was the name given to the 19th Amendment to the Constitution which guaranteed women's right to vote in the United States?
 - a. Abigail Adams Amendment
 - b. Sojourner Truth Amendment
 - c. Susan B. Anthony Amendment
 - d. Gloria Steinem Amendment
7. Women who worked for women's right to vote were called?
 - a. radical
 - b. immoral
 - c. suffragist
 - d. all of the above
8. The term suffragist is derived from?
 - a. one who suffers
 - b. a voting tablet in ancient times
 - c. the Constitution
 - d. the Bill of Rights
9. How many other countries had already guaranteed women's right to vote before the campaign was won in the United States?
 - a. 6
 - b. 2
 - c. 1
 - d. 16
10. What was the first country that granted women the right to vote?
 - a. Canada
 - b. Germany
 - c. New Zealand
 - d. United Kingdom

Answers: 1. b 2. c 3. c 4. a (from the first Women's Rights Convention in 1848 to 1920) 5. d 6. c 7. d 8. b 9. d (New Zealand (1893), Australia (1902), Finland (1906), Norway (1913), Denmark (1915), USSR (1917), Canada (1918), Germany (1918), Poland (1918), Austria (1919), Belgium (1919), Great Britain (1919), Ireland (1919), Luxembourg (1919), the Netherlands (1919), Sweden (1919) 10. c (1893)

Con'd from Page 3 “From Soup to Nuts”

Their families and friends were a little concerned for their safety. Sergeant Shulman said his family, friends, and co-workers were concerned for his safety before he left, but he had been to England before and he wasn't worried.

“While we were there the other (failed) bombings and the shooting happened, and London was off limits and then back on limits,” he said. “I went to London on the subway and there was a lot of security there and everyone was looking around at their surroundings. But the Brits held strong. Their English reserve is ‘We survived the Blitz of the Germans and we won't tolerate terrorism,’ and they didn't hesitate to tell you that.”

Sergeant Shulman was also impressed with the customer service the group received from the 420th ABS.

“As soon as we got off the plane, they handed me a cell phone,” said Sergeant Shulman. “Our billeting was all arranged and ready for us. Tech. Sgt. Nelson Jellison was our champion. He made sure we had outstanding communication, and he was always checking on our needs and making sure our morale was high.”



Photo by Ms. Ruby Zarzyczny

Wearing a fall arrest harness, Staff Sgt. Kyle Tourtello (top) wire technician and Senior Airman Eric Poe, ground radio operator from the 215th Engineer Installation Squadron, Everett, Wash. install jumping cables to the 939th Communication Flight antenna during the July UTA. The 215th EIS is the system Telecommunications Engineering Manager-Base Level for the 939th ARW and they installed the land mobile radio antennas and base station to enhance our existing LMR communications capability.

Air Force analyzes data, makes changes to fitness test criteria

by Staff Sgt. C. Todd Lopez
Air Force Print News

WASHINGTON — Air Force officials are making a few changes to the physical fitness test used to assess the fitness of Airmen.

In January 2004, the Air Force underwent a major change in the way it looked at fitness. As part of the Fit to Fight program, the service adopted a more stringent physical fitness assessment that measures aerobic fitness, physical strength/endurance and body composition.

Now, 18 months into the program, senior leaders are ready to tweak the assessment to make it even better, said Lt. Gen. (Dr.) George Peach Taylor Jr., Air Force surgeon general.

“We have gotten together a group of scientists and done surveys asking folks if they like the assessment and are there issues with it,” Dr. Taylor said. “This last year we brought an update to Corona and are now in the middle of updating a few changes to the Air Force instruction that defines the fitness evaluation.”

Updates to AFI 10-248 will include a change in how body composition is measured, a new table for the running portion of the test that takes into account the runner’s elevation, and a change in the number of days an Airman must wait before retesting after having scored in the marginal category.

Under the original fitness evaluation, body composition scores were based on abdominal circumference only. The updated AFI will now direct that body composition also be measured using body mass index.

BMI is calculated by dividing weight in pounds by height in inches squared, and multiplying the result by 703. According to the Centers for Disease Control and Prevention, those with a BMI between 18.5 and 24.9 are considered to be normal. Those with a BMI of 25 or above are considered overweight.

Under the updated AFI, Airmen with a BMI of less than 25 will earn the

full 30 points for body composition. For Airmen who score a BMI 25 and above, Dr. Taylor said the results of the waist measurement would be used to calculate their test score.

“That will still be an important measure of their health,” he said. “Waist measure is closely related to increased risk for metabolic syndrome, diabetes, hypertension and heart disease. Fat distribution is the critical indicator, as opposed to weight.”

For those who score marginal, between 70 and 74.9 points, the Air Force plans to correct the time to retest at 90 days; currently, retest for marginal category is 180 days. This will be consistent with the retest time for poor scores, those less than 70.

Changes to the AFI will also include adjustment for those at high-altitude installations. This applies to those at installations with an elevation of 5,000 feet or greater, Dr. Taylor said.

The Air Force continues to look at ways to improve the fitness evaluation and remains committed to the Fit to Fight program, Dr. Taylor said, because the program has proven successful.

“Participation at fitness centers is up 30 percent now,” he said. “And if you go to the field, like in Iraq or Afghanistan, you will find a continued focus on health.”

The assessment is not the focus of the fitness program, but a tool to assess the commander’s fitness training program.

“I want to make very clear that my focus is not on passing a fitness test once a year,” said Gen. John P. Jumper, Air Force chief of staff, in his Oct. 17, 2003, Chief’s Sight Picture. “More important, we are changing the culture of the Air Force. This is about our preparedness to deploy and fight. It’s about warriors. It is about instilling an expectation that makes fitness a daily standard — an essential part of your service.”

Dr. Taylor said he hopes the changes to the AFI will be made by late August or early September.

Lt. Gen. McNabb nominated for AMC commander

President Bush has nominated Lt. Gen. Duncan J. McNabb for the rank of general and to command Air Mobility Command at Scott Air Force Base, Ill.

General McNabb is currently the director of logistics for the Joint Staff at the Pentagon.

A 1974 graduate of the U. S. Air Force Academy, he has held command and staff positions at squadron, wing, major command and Department of Defense levels. He is a command pilot with more than 5,400 hours in a variety of aircraft including the C-141 and C-17.

If confirmed by the Senate, General McNabb will succeed Gen. John W. Handy, who has commanded AMC since November 2001.

939th Family Day Saturday, Sept 10th at 11a.m. at the picnic pavilion East of the base fitness center

The 939th Air Refueling Wing’s Family Appreciation Day is a great time for your Reserve Family to say “thanks for your support” to your families while enjoying an afternoon of fun and games.

This year’s family day will include: a magician, pony rides, softball game, beer garden, railroad display, Puzzle Guy, tattoos, tug-of-war, Cruise-in Car Show, Schwan’s Ice Cream and more. If you would like to help with this event contact Lt. Col Dana Difford at 503-335-4690.



America's Celebrate Freedom Salute "To Honor those who Served" World War II 60th Anniversary, Aug 26-28

The three-day celebration will be held at the Pearson Air Museum in Vancouver, Wash. Vancouver is one of only six cities across the nation chosen to host this event to "honor those who have served." The event will include: Vintage Aircraft fly-in, USO style hanger dance, fireworks, mess style pancake breakfast, non-denomination service on Sunday as well as WWII news reels, historical exhibits and reenactments featuring local history and much more. For more information visit www.AmericasSalute.org or call 360-992-1825.

101 CRITICAL DAYS REDIRECT

Chief Master Sgt. Jack Hogan
AFRC Safety Superintendent

At this midpoint in our summer safety campaign, the Air Force has suffered the tragic loss of 17 Airmen—worse than our performance during the same period last year. This requires our immediate attention and commitment to reverse these trends for the remainder of the summer.

There are no simple solutions, but targeted prevention efforts should obviously be aimed at those areas that have historically resulted in losses vehicles (two and four wheels),

water activities, and summer-time sports. Commanders must evaluate these areas and tailor the focus based on your local area and the risks personnel will be exposed. The majority of our fatal mishaps during the summer involve either alcohol or poor risk decision-making often both. Frequently, individuals other than those lost knew or should have known something that would have allowed them to intervene as good wingmen; we must take care of one another. That role varies at the commander, supervisor and individual levels and we must ensure everyone does their part

Commanders must seek proactive solutions to turn around the current trend. These initiatives must reach all levels and each Air Force member. Virtually all mishaps are preventable, and every loss has a direct, negative impact on our ability to fulfill our mission. We cannot tolerate our current direction and I charge you to reinvigorate our efforts without delay.

Titan II Missile exhibit

The Evergreen Aviation Museum in McMinnville has welcomed its newest "large" attraction - a 114-foot-long Titan II Missile. It is one of only five on display in the world.

The Titan II intercontinental ballistic missile was a Cold War warrior. Manufacturing began in 1967 to deter a Soviet nuclear attack on the United States. This Titan II is on loan from the National Museum of the United States Air Force. The Evergreen Aviation Museum is located at 500 NE Captain Michael King Smith Way, across the highway from the McMinnville Airport and about three miles southeast of McMinnville on Highway 18. Call (503) 434-4180 for

more information, and visit www.sprucegoose.org

939th ARW Medals

Col Kenneth Lewis, 939th Operations Group, Meritorious Service Medal.

Tech.Sgt. James Mattingly, 939th Aircraft Maintenance Squadron, Air Force Commendation Medal.

Tech. Sgt. Ronald Lockhart 939th Logistics Readiness Squadron, Air Force Commendation Medal.



Portland International Air Base Physical Fitness Challenge Course.

The Track is Open

The base asphalt-top fitness track located East of the gym was completed July 27 and is open for use. One complete lap of the track is equal to a half a mile, and exercise stations are located throughout the course. Using this track three time a week or more can significantly improve your over all health and help maintain a healthy body fat index to meet the new Air Force fitness criteria.

Reservists required to register civilian employment info

ROBINS AIR FORCE BASE, Ga. (AFPN) — Time is running out for about 15,000 Air Force reservists in the Selected Reserve to comply with a Department of

Defense directive.

Oct. 31 is the deadline for reservists who are paid for training to register information about their civilian place of employment. About 60,000 of these Airmen, roughly 80 percent of the force, provided that information as of May.

The civilian employment information program is the first mandatory disclosure by reservists of the Selected Reserve and Individual Ready Reserve of their civilian employers into a common database. The program began in March 2004.

"This past year we've made significant progress in employment-related data collection," said Lt. Gen. John A. Bradley, chief of Air Force Reserve and commander of Air Force Reserve Command.

"Senior-leader support, commander involvement and the personnel community's effective program management have resulted in a continual and steady increase in the Air Force Reserve's compliance numbers," he said.

The general and his staff urge reservists to register online as soon as possible by going to www.afrc.af.mil/reserveInfo.htm and clicking on "Civilian Employment Info Program." An air reserve component Web site is in development to streamline this process even more.

Unlike previous military service efforts to voluntarily gather employer data, the program is mandatory. Reservists who knowingly fail or refuse to provide their employment-related information, or provide false information, may be subject to administrative action. If on duty, they could face punishment for dereliction of duty under Article 92 of the Uniformed Code of Military Justice.

Civilian

Welcome

Daniel Sahim 939 MSS
Carl Hojnacki 939 MXS

Awards

Ms. Linda Hanna Notable Achievement Award
Mrs. Sharon Johnson Time Off Award
Mr. Richard Wallace Time Off Award

Military

Promotions

Chief Master Sgt. William Markgraf 939th CES	Staff Sgt. Dustin Sandquist 939th MDS
Senior Master Sgt. Paul Pietrowski 939th MSS	Senior Airman Amy Anderson 83rd APS
Senior Master Sgt. Steven Watson 939th CES	Senior Airman Michael Anderson 939th AMXS
Master Sgt. Michael Gardner 939th CF	Senior Airman Damon Berry 83rd APS
Master Sgt. Joseph Huntington 939th MXG	Senior Airman Kelly Brack 939th ARW
Master Sgt. Cliff Prejean 939th CES	Senior Airman Thomas Caraway 939th AMXS
Tech. Sgt. Michael Banning 83rd APS	Senior Airman Jacob Cox 939th AMXS
Tech. Sgt. Roland Benitez 939th LRS	Senior Airman Jeffrey Daniels 939th AMXS
Tech. Sgt. Christopher Crocker 83rd APS	Senior Airman David Edmiston 83rd APS
Tech. Sgt. Stephen Kelly 939th SVF	Senior Airman Deanna Heuerman 939th AMXS
Tech. Sgt. Craig Miller 939th AMXS	Senior Airman Kristoffer McCullough
Tech. Sgt. James Olsen 939th AMXS	83rd APS
Tech. Sgt. Shannon Tuma 83rd APS	Senior Airman Andrew Peterson 939th MSS
Staff Sgt. Marc Heidt 83rd APS	Senior Airman Sarah Rook 83rd APS
Staff Sgt. Brian Eaglehart 939th OSF	

Graduates

Chief Master Sgt. Cathy Sevier, 939th MSS graduated Summa Cum Laude, from the Washington State University May 14, 2005 with a Bachelor of Science degree in Psychology.

Master Sgt. Gerald Case, 939th OSF graduated Summa Cum Laude from the Washington State University May 14, 2005 with a Bachelor of Art degree in Public Affairs with a Justice Studies concentration and a minor in Sociology.

Senior Airman Kevin Sivertson, 939th MSS graduated from the Western Oregon University with a Master's in Applied Teaching.

Retirements

Master Sgt. Glenn Whitish
939th CES

Tech. Sgt. Harold Akers
83rd APS



Photo By Ms. Ruby Zarzeczny

[From Left] Maj. Gilbert Vondriska, co-pilot, Maj. Grant Dysle, pilot and Master Sgt. Eric Berggren, flight engineer, are three of six crewmembers who received Air Medals during a ceremony July 10. The reservists were honored for their role in a rescue in 2001.

August 15, 2001 a HH-60 helicopter crew from the 939th Rescue Wing, (now the 939th Air Refueling Wing) distinguished themselves by meritorious achievement while participating in a rescue mission on Mount Hood, Ore. The crew responded to the treacherous north side of the mountain at the 7,800 foot level where a 15 year-old boy had been crushed by a falling 20 by 50 foot ice block that had formed at the base of the 40 foot partially frozen waterfall.

Capt. (Maj.) Grant Dysle, pilot and Maj. Gilbert Vondriska, co-pilot, expertly balancing the hazardous conditions posed by the confined area, changing winds, steep hoisting angles among trees and rock formations against the clear urgency of the situation, skillfully guided the aircraft and directed the crew's actions to insert two pararescuemen. They then recovered them along with the victim and delivered them to medical facilities in minimal time.

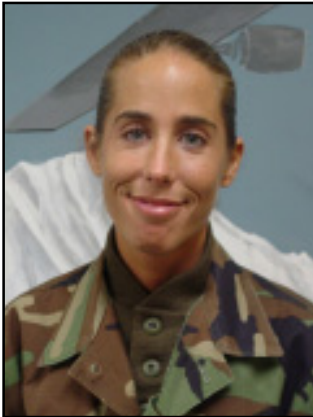
Master Sgt. Eric Berggren, flight engineer, skillfully directed the pilots to maneuver the aircraft to insert the pararescuemen to the scene. He then performed two challenging, precision hoists to quickly recover them along with the victim.

Tech. Sgt. Garrett Chew, gunner, skillfully directed the pilots to maneuver the aircraft to insert the pararescuemen to the scene. He then continued to provide critical clearance calls for the crew as the aircraft hovered within yards of nearby obstacles while the pararescuemen and victim were hoisted into the helicopter.

Tech. Sgt. Dean Dilday and Tech. Sgt. Darin Shore, pararescuemen rappelled 70 feet from the helicopter to the scene. Disregarding their own personal safety and the freezing cold spray from the waterfall, they worked their way down the ravine along loose rocks between the cliff face and the same ice formation that had crushed the child. Reaching the victim, they evaluated the patient, transferred him into a litter, and then carried the litter over the loose and uneven rocks to relatively safer area for recovery. Sergeant Shore then performed resuscitation on the patient while being hoisted with him into the helicopter. Once safely aboard the aircraft, Sergeant Shore feverishly continued CPR on the victim until transferring the patient to a trauma team at a local hospital. The professional skill and airmanship displayed by these men reflect great credit upon themselves and the United States Air Force.

Incentive Flight

What did you enjoy most about your incentive flight?



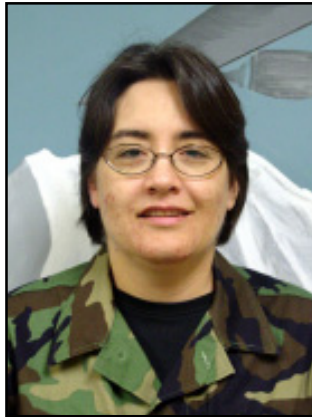
Tech. Sgt. Maria Mattingly, 939 AMXS information management technician

"It was really neat to actually see the boomer hook up the boom pod to the C-17."



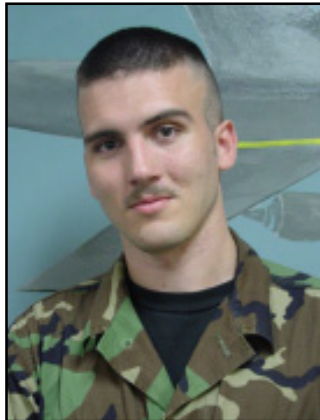
Airman David Brydon, 939th AMXS crew chief apprentice

"I enjoyed sitting in the control watching the fuel panel while the refueling was taking place."



Tech. Sgt. Julia Cann, 939th MXS maintenance administrative supervisor

"When we pulled the boom away (from the C-17) it (the KC-135) kicked out of auto pilot and it felt like being on a roller coaster ride."



Senior Airman Frank Ritchey, 939th AMXS crew chief apprentice

"Getting to go up on the aircraft I work on and see the refueling at work."

Come say Aloha to the "Big Guy"

Maj. Kirk Peddicord, 939th Aircraft Maintenance Squadron commander, will be leaving us soon. He will be moving to Scott Air Force Base, Ill. where he will be the commander for the 932rd Maintenance Group.

A farewell luncheon is scheduled Friday, Aug. 5, 2005 at the picnic pavilion East of the base gym at 11:30 a.m. Dress Theme: Hawaiian. Cost is \$5, pay at the event. RSVP to Maria Mattingly by email or call 503-335-4582



Photo by Tech. Sgt. Andrew Weaver, 939th Maintenance Squadron

Tech. Sgt. Ron Rel, (left) 939th Maintenance Squadron aircraft structural repair technician, always wanted to re-enlist in the air and he got his chance July 10 as Maj. Kirk Peddicord, 939th Aircraft Maintenance Squadron commander administers the oath of enlistment.

"This is my fourth enlistment," said Sergeant Rel. "And I really appreciate Maj. Peddicord rearranging his schedule, so he could be my enlisting officer."



Photos By Master Sgt. Ruby Zarzyczny

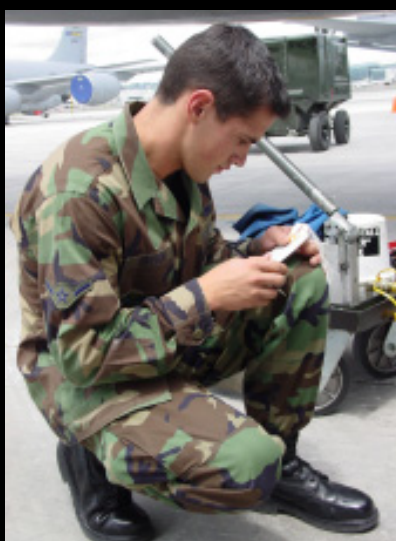
Senior Airman Lyle Mack, 939th Maintenance Squadron aircraft generation equipment technician, starts up the AGE (equipment) that will generate the nitrogen used to fill the tires of the KC-135, July 9.



Crew Chiefs Staff Sgt. Matt Stark (left) and Staff Sgt. Geoffrey Corey, 939th Aircraft Maintenance Squadron, Portland International Air Base, Portland, Ore. change a brake on a KC-135 Stratotanker Saturday afternoon during their unit training assembly. The KC-135 Stratotanker's principal mission is air refueling which enhances the USAF's capability to accomplish its primary mission of Global Reach and Global Power.



Staff Sgts. Matt Stark and Geoffrey Corey 939th AMXS crew chiefs change a brake on the KC-135 Stratotanker while Airmen in upgrade training observe in the background with their trainer, Master Sgt. Derrick Jones (far right).



Airman David Brydon, 939th AMXS fills out warning tags as part of a brake change procedure on the KC-135 Stratotanker. These tags will be placed on the hydraulic equipment operating systems to warn other Airmen working on the aircraft not to operate the systems while they are completing a brake change.



After observing the crew chiefs change a brake on the KC-135 Stratotanker, Senior Airman Brandon Hoehne (L), Airman David Brydon, and Senior Airman Frank Ritchey, 939th Aircraft Maintenance Squadron, crew chiefs apprentices in upgrade training get a chance to get their hands dirty as they help change the remaining brake as part of their on-the-job training.